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THE HONGKONG DISPENSARY,  
Hongkong, 31st August, 1888.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 12, 1888

## ON THE RIALTO.

If there is one existing mystery in Hongkong which is really difficult to fathom, it is how the huzzing crowd of so-called brokers, whom one keeps jostling against in our main thoroughfare and elsewhere, manage to live. That they do live, and live well apparently, numerous as they are and small as must be their circle of patrons, is beyond all doubt. How numerous the fraternity are is rather difficult to say—they are always rushing about at too fast a pace to be accurately counted—but we see that a recent writer estimated their number at about sixty. That is probably too high an estimate—it would give one broker to every 3000 or so of the population, all sorts of Chinese included, and as not a tithe of that number are likely to have transactions through them it would come rather expensive on those who do. But let us say that there are forty brokers; forty is a good number, and is highly suggestive of that traditional Forty—Ait Bana and—the other parties. What sort of individuals are they? Thirty-five out of the number will answer, we venture to say, to one of the highly-esteemed patriarchal names; you can see Jerusalem in every one of their classical countenances. They are a goodly company, and as distinct from the rest of the Colony, as though the flags near the Clock Tower were their Ghetto; however keenly they may compete against each other, their common purpose of spoliation and the traditions of their race make them combine against unbelievers and all others outside the pale. We hope this is not libellous; but market! There are perhaps a dozen honest, reliable, necessary men amongst the brokering fraternity—who are the rest? Unprepossessing, over-shrewd, insidious, and, we regret to say, unscrupulous individuals, men of straw, living on the scraps which the dozen good men and true let pass, without offices, without capital, without anything except the energy to work like niggers and the ability to beguile anybody weak enough to get into their clutches and wealthy enough to make the game worth the candle.

It is worth while losing an hour any day to sit in the corridor of the Queen's Road entrance to our principal hotel, or to stroll about under the arcade, and watch the busy bees at work. What the keen observer would see would be something like this:—First a sallow young man saunters up towards the bar; as though he were going to have a quiet refresher all by himself. He goes to the gas jet, lights a cigarette and saunters out again. The sallow young man is a budding broker. A more imposing member of the profession waddles up hastily a minute or two later; he is well, even elaborately dressed, looks as though he would be good for twenty-five cents to the Hotel receipts and—yes! he's going into the bar. No, he stopped just short; he has come to see if there are any of his clients knocking about, and as there is nobody particular inside he strolls quietly back into the sunshine again. Hullo! still another. Here's business; see the next man striding up at a five mile gait, with important commissions sticking out of his coat every way. Shouldn't wonder if he calls for a small bottle. Ah! he's stopped at the desk; he reaches for a sheet of Hotel paper, selects a pen, stoops over the counter, and begins to write. He finishes the note, and—now for the small bottle! "Is zere a cooile can take zis chit?" he asks the clerk, who is giving some information to a boarder. He is genily, but firmly, told that there is not, and—if he stayed to listen, which he is too busy to do—he might hear an additional remark to the effect that if he waited till there was a couple to do his dirty work he would be as old as some of those prime old progenitors of his—METHULAH for instance. But

he is away, without even a "thank ye," or signing for a drink. A couple of piratical looking cruisers next loom on the horizon, gesticulating. Orientally as they advance. A gentleman crosses them to go upstairs. "Ah! Mister So-and-So," one of the corsairs shouts loudly, and they hurry after him as though they were hastening to tell him he had come into a million dollars. Such secrecy, such suppressed vehemence! They are asking for a job, that is all. Mister So-and-So shakes his head and quietly extricates himself from them—he does not credit their story of an impending "boom" in the Amalgamated Billygoat Co., and back they come, and sit down in the hall to continue their interesting conversation. But outside the door the broker genus is more numerous. One at the corner, with a turban on, is speaking in bland tones with a clerk of a local joint stock company whom he has intercepted. The clerk gets about \$150 a month; he doesn't know the difference between contango and cremation, and couldn't honestly pay the cover on a five hundred dollar transaction. What then can the persuasive Mahomedan hope to make out of him? He must surely expect to get something! Listen to him. "Do business, sar; by gar; six months' time you will be rich man." If he agrees to "do business," to be honest and plain spoken, he will probably end in taking a passage out of the colony in somebody else's name before the six months are over. But the broker will have "done business"—he won't have lost anything—at least, anything worth losing. But there are lots more of the fraternity round the door; they are so thick that if you threw a stick at a dog and missed it you would probably hit three brokers. They cluster at the Hotel entrance like the Peri of their national highblown poetry round the gates of Paradise. To see them line the steps, enjoying a light breakfast or tiffin off their toothpicks, and puffing their cigarettes, one would think they lived like lords at the admittedly most gorgeous hotel in the Far East. But the Hongkong Hotel didn't pay a dividend of four per cent for the past half year off these gentry by any manner of means. It is amusing to watch the demeanour of the craft when together. When inveighing against the Gentile thiffrontery and "blarney" are unlimited, but see their attitude one to another. The more successful levitians swell out as they "bloy" about their vast transactions, whilst the younger and shabbier hangers-on listen with an air of conciliatory respect very different from their usual demeanour. The different groups are gabbling in Hebrew, Arabic, Hindustani, Portuguese, Chinese, and English; they are, to paraphrase a hackneyed quotation, "forty talking like one, all noisy, and all damned." What use are they? They simply live by promoting a most unhealthy and dishonest spirit of pernicious gambling; they produce nothing, from an economical point of view; they do not even sell anything, but merely exist by carrying to "B" what "A" has sometimes—not always—sold to him, and vice versa. The legitimate brokerage required by the score of public companies here could be efficiently done by half a dozen sworn brokers. What *raison d'être* have these two-legged jackals? There are a hundred reasons for their non-existence, at least as brokers. One "good reason" is working out his sentence in Victoria Gaol at the present time, and it would be interesting to know his opinion of this daily increasing and most undesirable fraternity. The colony can do without these touts and croupiers of the gambling wheel of Shares; but until the Chamber of Commerce actively moves in the matter, and a regular Stock Exchange, open only to men with capital and integrity, has been created, we shall still have to lament their existence.

## TELEGRAMS.

(Reuter.)

## THE GERMAN NAVY.

LONDON, September 10th.  
It is reported that Germany intends to increase her Navy.

## AMERICA AND THE CHINESE.

The Senate has passed the Chinese Immigration bill.

## PRESIDENT CLEVELAND'S MANIFESTO.

The electoral manifesto of President Cleveland advocates a reduction of the tariff and recommends legislation to restrict the influx of unskilled cheap labour.

(From Straits Times.)

## THE UNITED STATES.

WASHINGTON, September 1st.  
A bill has been presented to Congress embodying the reprisals in the sense of President Cleveland's message (regarding the Canadian Fisheries question).

The Sugar Convention has been signed.

## LOCAL AND GENERAL.

Tiz meeting of the Legislative Council, which was to be held on the 13th inst., has been postponed until further notice.

A JAPANESE contemporary states that the Kobe Electric Light Company will be ready to commence operations in a few days.

We are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" liner *Glenyle*, from London, left Singapore yesterday afternoon for this port.

FROM an advertisement in another column it will be seen that Lady Des Vaux will be unable to receive visitors at Mountain Lodge on Saturday next, the 15th inst.

It is stated that there are at present 146 public companies of various descriptions established in Kobe and Hyogo. Their aggregate nominal capital is 12,906,444 yen.

We read that Messrs. Scott and Co., ship-builders, Greenock, have secured an order to build an iron barge of between 400 and 500 tons for service on the coast of China.

THERE are at present in Kobe, according to the latest official statistics, 265 persons owning jirikishas, and 2,359 jirikisha coolies. Kobe can also boast of 148 public bath-houses and 175 pawn-shops.

THE new dredger, *Sode-ga Maru*, built by Messrs. Simons and Co., Renfrew, left the Clyde on the 5th August after adjusting compasses, for Japan, under the charge of Captain McDougall, Greenock.

THE barque *Emu*, of London, which arrived at Haver on the 5th August from Hong Kong, reports having experienced very heavy weather, and that she was obliged to make one or two sacrifices in the general interest.

IN a note on the progress of British North Borneo *The Times* concludes—The country now enjoys all the advantages of a settled Government; the laws are based on those of India; offices, barracks, hospitals, jails, wharves, are in every station. Tribal feuds are becoming things of the past; explorers have been sent out in all directions, payable alluvial goldfields have been found on the Segama river, coal measures exist in the southern province, but up to the present only the agricultural wealth of the territory is being developed. The revenue is derived from duties on opium, tobacco, and salt, and export duty on products and excise, fees and rents. The soil and climate have been proved to be well adapted for the cultivation of tobacco, coffee, pepper, sugar and other tropical products. North Borneo tobacco is now a successful competitor with that from Sumatra; five companies are planting tobacco now, and by 1889 it is anticipated that this number will be increased to twenty. The forests produce the finest known woods, including the famous billan, and the export of timber to China is increasing. Chinese planters, miners, merchants, shop-keepers, and labourers are free to come and go as they please.

YESTERDAY'S number of that rancid semi-official publication which sees the light of day every week in the neighbouring Portuguese colony contains an apology for an article in defence of Governor da Costa's recent refusal to accede to the petition made by a group of respectable citizens, requesting the removal of the cholera lazarettes from the City. The request was made when cholera was raging and laying low numerous victims at the Caillias and Green Island lazarettes, and any Government but that of effete Portugal would have promptly acquiesced in the just wishes of a panic-stricken community. Governor da Costa thought otherwise. Instead of personally settling a matter of so much urgency, he referred it to the Board of Health, and after a few days had elapsed, acting on the information and advice of that ridiculous corporation, he flatly refused to grant the removal of the lazarettes. It is a standing wonder to us how a body of independent citizens can quietly allow themselves to be driven like dumb cattle by a Colonial Governor who publicly and most offensively declines to take their interests to heart. Had these facts taken place in Hongkong, or in any other civilised and independent colony, we are sure the poor wretched autocrat, who sought pleasure in playing such pranks, would very quickly have found out his mistake. But not so in Macao. The Governor of a Portuguese colony is a veritable Czar of all the Russias. The people who allow such entities to domineer over them in such an arbitrary and unconstitutional fashion, are surely entitled to the general commiseration of the world at large. The decay and hopelessness which reign over the neighbouring colony are the direct effects of Portuguese misrule and thick-headed despotism. It is to be hoped the rising generation of the Holy City will some day shake themselves free from the inglorious yoke under which they live and groan.

A CORRESPONDENT, writing to the *Manchester Guardian* on the neglect of Manila, remarks *inter alia*—There are lines of tramway to all the principal suburbs of Manila, and in the morning and evening they are crowded; but they do not pay, and probably never will pay. Competing with the tramways upon the various routes are also what are called the "express" coaches, drawn by four horses, with postillions and bells, the most grotesque contrivance altogether that can well be imagined. These also do not pay. The caromata is what may be called the camel of Manila. It is a two-wheeled vehicle, with a leather or tin top supported on four poles for a roof, and leather flaps for the sides and back, to screen the weary traveller from the sun or rain (neither of which ends they accomplish), and drawn in most cases by the most wretched, emaciated-looking donkeys. The ability of the animal to go must, not however, be judged by his personal appearance. It is, in fact, not unfrequently in an inverse ratio. The art of getting into and out of a caromata after heavy rain without retaining in one's personal apparel the appearance of having had a lie down in the road demands much study, and the mind will remain divided as to whether the wheel or the roof is in its proper place. The roof is frequently too low, for it will not be forgotten in Manila how the gallant Colonel now commanding the 58th Regiment in Hongkong, and who cannot be less than 6 ft. 6 in. in height, was compelled during his travels in the Philippines to discard the roof and sit with his head projecting through the top of the vehicle, and protected only by an umbrella. If it is a question of Manila, as between the caromata and the tramcars, of the survival of the fittest, then the tramcars will have to go to the wall, for the caromata and the cry—between a griffin and a yell—peculiar to its driver when urging his speed on its tortuous course, are alike dear to the native.

THE Superintendent of the P. & O. S. N. Co. courteously informs us that the steamship *Verona*, with the next English mail, left Singapore for this port yesterday at 2 p.m.

A HYOGO vernacular print, the *Shinonome Shimbin*, learns from an official report that a strange disease prevails at present among the inhabitants of two islands of Okinawa Ken, about 225 miles south of Napa. The sufferers come out in black spots, and many deaths have taken place.

THE religious Christian Editor of the *China Mail* says that the only remedy for beggars who drift back to the colony after having been sent home, would be a smart punishment in the form of a few strokes with the rattan. Fortunately the ordinances of the colony do not provide for, nor do they sanction, the brutalities suggested by this merciful disciple of an obsolete creed. It is also fortunate that nobody of any account takes more than a passing notice of the canting hypocrisy of an illiterate "blatherskite."

THE Vienna correspondent of *The Times* telegraphs on Aug. 5:—Monsignor Sempin, Vicar-Apostolic of Hunan, has arrived in Vienna from China. He tells me that the Chinese authorities in Hunan, which will be remembered was opened to foreigners in 1884, are as a rule trying honestly to do their duty and to protect the European traders, but that on some occasions they have to yield to the feeling of aversion to the foreign invaders which still prevails among the natives. As to the missionary work, he does not think it is very successful. The Bibles distributed among the people are turned by them into slippers, and among the adults, scarcely any real conversions take place. The Roman Catholic Mission has, therefore, restricted its labours to the children abandoned by their poor parents. About 700 of these unfortunate children are now under the charge of the Mission, which but for want of funds could collect as many thousands.

A RECENT issue of the *Etudes Religieuses* contains some interesting statistics of the number and distribution of the Jesuit missionaries abroad at the commencement of the present year. In Asia, especially Armenia, Syria, certain parts of India, and parts of China there are 699. In China alone the number is 195, all of French nationality. In Oceania, including the Philippines, the Malay Archipelago, Australia, and New Zealand, the number is 270. In an illimitable field like China all the orders are represented, but the districts of each are specified, and were re-arranged about eighteen months ago. The Jesuits have Kiangsu province and the south-eastern part of Chili, the metropolitan province. They have 145 fathers in the former, and fifty in the latter district. In such places as Japan, the Malay Peninsula, Siberia, Indo-China (Burma, Tong-King, Siam, Annam) they are not found at all. The great centres of Jesuit missionary activity on the surface of the globe are the Zambesi, Syria (where there are 142 French Jesuits), Bengal, Kiangsu province in China, the Philippine Archipelago, the Central States of the Union (here they are all German Jesuits), Central America and Cuba, Ecuador and Peru, Chili, and Paraguay.

FOR unparalleled credulity, or impudent audacity—it does not matter very much which is the real quality—the so-called intelligent Chinese bears creation. No better example of this could be cited than a statement made in the *Supreme Court* to-day by a Chinese gentleman named Lai Kit, the defendant in the Salt "Corner" case. Mr. Lai Kit is a Chinese banker, and no doubt, from his position, a leading and influential member of the Chinese community. He has been in Hongkong for twenty years, and the whole of that time engaged in the banking business. And yet, notwithstanding what must have been an extensive experience of foreigners in this colony, Mr. Lai Kit naively stated in the witness box that he had been informed by his friends and implied that he had believed that one of his associates in the projected Salt "Corner" case was a person invested with such high authority and of such great influence that he could calmly go up to Peking and hob-nob with the Emperor without ceremony, had a free and special *entree* to the *yamen* of His Excellency the Viceroy of Canton as if it were a public hotel, was paid \$1,000 per annum by the Governor of Hongkong for letting that official down easily in his paper, could induce the British Consul at Canton to do anything he liked for a consideration, had been offered but had refused the Regent's Chairmanship of his colony, and that the present incumbent of that position acted under his orders, was a full-fledged barrister who did not practise law because he could "squeeze" far more money out of his newspapers, and a lot more hair-raising atrocities which our reporter has not set out at length. Mr. Lai Kit, banker in Hongkong for over twenty years, must either be an arrant rogue or a consummate fool. We have no hesitation in saying that, in our opinion, he is both.

## SUPREME COURT.

## IN ORIGINAL JURISDICTION.

(Before the Hon. J. Russell, Acting Chief Justice.)

## THE "SALT" CORNER.

The hearing of this case was resumed this morning. Mr. Francis first called—  
Li Cheuk Koon, the second defendant in the case. He said that in December last he entered the Yee On Wo firm, of which Lai Kit was the capitalist. His *joik*, U Yin Hing, Lui Hon Po, Mr. Fraser-Smith, and others were partners. They were to speculate in salt, the shares being allotted as follows:—Lai Kit and his partners to find the money, and the rest to "put their bodies in"—work without wages. The capitalists were to have 6-10ths, witness and the rest of the partners in the Nam Cheung Yee 2-10ths amongst them, and Mr. Fraser-Smith 2-10ths. About the 25th January Mr. Fraser-Smith, witness, and Lui Hon Po, went to Canton. They saw Mr. Pittman, and had an interview with the Salt Commissioners' official, who gave them permission to stop salt smuggling. After that they came back and purchased salt. Lai Kit bought about 80,000 piculs, and witness bought 30,000 piculs from the Salt Commissioners' official, at a price of 20 cents per picul. He paid for it with money he received from Lai Po. Later on Lai Po told him he had sold some of the salt for 3 piculs per dollar. The salt had been bought on behalf of the Yee On Wo firm, but Lai Po had not given any account of what it was sold for, or to whom. Witness's expenses in

connection with the undertaking amounted to several hundred dollars.

By the Attorney-General—He got no commission on the purchase of the 30,000 piculs. He did not receive 21 taels 6 mace in March, or 56 taels on another occasion. He paid the money for the salt in two instalments, and got receipts, which he gave to Lai Kit.

By Mr. Francis—When the Nam Cheung Yee got their two-tenths they would divide it as they liked.

By his lordship—The 30,000 piculs he bought were stored at Yau-ma-ti; he inspected it there.

That completed the case for the defendants on the counter-claim.

The Attorney-General, for the plaintiffs, said their case was substantially a denial to the one suggested so ingeniously by the defendants. There was no question about the fact that there was between these parties—Lai Cheuk on the one hand and Cheuk Koon and Choo Hing, and possibly U Yin Hing, on the other—an intention to profit by the suggestion which originated with one of them—it was not quite clear which, probably Choo Hing—to speculate in—"corner"—salt. It was proposed by one of them that some European of reputation should be taken to assist them in corrupting the Commissioner of Customs. Mr. Fraser-Smith's name appeared to have been mentioned amongst them, but, as he very frankly stated, he thought that idea not a very wise one, or one he could have anything to do with. Therefore he exercised what the most look upon as the more legitimate form of influence by bringing some of the pressure to bear upon the Commissioner. With a view to making some profit out of the transaction that functionary was willing to lend what legitimate assistance he could, in stopping salt smuggling. There was a meeting, there were negotiations, and there was a dinner, at which the scheme was to a certain extent sketched out and put in train. His case was that there were no final or definite arrangements come to between the parties, and it was not intended, as far as the salt part of the business was concerned, that anything should be done, or any partnership finally constituted, until certain preliminary arrangements with regard to stamp-licenses and the Commissioner of Customs had been arranged. There was no final arrangement completed. What really happened was this:—At the dinner, whilst the contemplated partnership was yet inchoate, Lai Kit represented to the last witness that he knew of a large stock of salt for sale, and that he had some thoughts of buying it. As a matter of fact he did not buy it, as it would be proved that the salt was not for sale. That was his client's story. It was on all-fours with Mr. Fraser-Smith's statement of what Lai Kit said to him—"He (Lai Kit) told me something about the purchase of 70 or 80,000 piculs of salt. I do not know whether he purchased it or not. I understood that he did." They saw that he did not vouch with any amount of precision as to the fact; he could not say whether he bought the salt or not. It was to be remembered, too, that their conversation was conducted through one of the present defendants. His case was that he never did buy the salt, that he dealt openly with Li Cheuk Koon when he heard of 80,000 piculs of salt and wanted to buy it, although in point of fact he was afterwards unable to do so. With regard to the goods, Li Cheuk Koon, witness, said that he had suggested that he should buy them for himself, and afterwards, if a partnership was formed, re-sell to them at the same price. That was dependent on their getting hold of the Chinese Commissioner. He acted upon that suggestion and he bought it in the name of the Yee On Wo, which was the only transaction that ever took place under that name. It was carried out purely for his own benefit, the name Yee On Wo not having even been thought of by the rest of the parties, who, on the contrary, were going to call the firm the Lun Woo Co. He gave Li Cheuk Koon a commission to buy the salt and make all arrangements, himself finding the money. He was able to show that at that time Li Cheuk Koon received a commission on the transaction. It followed that if he did so he was incoherently acting in contravention of the principle that had been alleged by him and his partners, that the basis of the partnership was that they were to make nothing themselves out of these transactions, but to share the profits. That was the only transaction which took place in connection with the prospective partnership. The enterprise was undoubtedly arranged, but nothing was finally settled on completely carried out. He then called—

Li Cheuk, and likewise Lai Kit, one of the plaintiffs, and partner of the Sun Mo native bank, who said—I know Li Cheuk Koon, a defendant, and U Yin Hing, his *joik*. I remember a conversation I had with the former in December last about salt speculation. He came and spoke to me about it. Several days later I and several others met at dinner, and arranged a scheme for dealing in salt. The Commissioner of Customs at Canton ought to have been there, but was prevented. I expressed a doubt as to whether the scheme would be successful, but U Yin Hing and Li Cheuk Koon said it was sure to be. They said we must get a good European, and he could ask the Salt Commissioner to let them have a steamer to stop smuggling, and then, having bought a supply of salt, it would sell at a big profit. I said when all was settled I would make a written agreement, but that just then it was premature. I said perhaps the Commissioner of Customs had been changed, but they replied "No fear," adding that Mr. Fraser-Smith knew them all, and was a man of great influence, just like the great men who could go into the Emperor's presence. They also said that the Governor gave him \$1000 a year for him to use, and that if he did not Mr. Fraser-Smith would write in the papers to his discredit. They further told me that Mr. Fraser-Smith was a barrister, though he did not practise. After that we dined. I have partners in my bank; I had no authority from them to enter upon this scheme. I remember Mr. Fraser-Smith and others going to Canton; I saw them afterwards. Nothing came of the purchases of the two steamers; no agreement was ever drawn up about the salt speculation. I was looking about for salt to buy, heard of some at the Su Shin shop, where they deal in it. About the beginning of February a broker told me they had 80,000 piculs to sell, and I mentioned it to Li Cheuk Koon. We went to see Mr. Fraser-Smith about it. I did not tell him that I had bought it; I had not, because it was not for sale. Li Cheuk Koon told me he knew of 30,000 piculs at West Point, and advised me to buy it. I told him to find out the price, and when he told me what it was I told him to go and buy it in my name. The proposed firm had not been named the Yee On Wo; the name had not been suggested. The bargain money on the purchase was paid on the 5th February, and a receipt given to me. The balance was paid some days later.

By Mr. Francis—I have been twenty years in Hongkong. I have not, and never had, any business but banking, and have a sixth share in the bank. I first used the name Yee On Wo when I bought the salt; I had not used it before, nor have I used it since. I did not know Mr. Fraser-Smith before the dinner. In December, after having been to see him six or seven times since, at the dinner nothing was said about Mr. Fraser-Smith going to Canton. I did not recommend that he and Li Cheuk Koon should go to Canton, nor did I agree to pay their expenses. Mr. Fraser-Smith was to get 2-10ths of the profits, the Commissioner of Customs 1-10th, the Li Cheuk

Koon and his shop 1-10th between them, and I was to get the other 5-10ths. It was not arranged that we should ask the Salt Commissioner to send out gunboats to stop salt smuggling; it was the Commissioner of Customs. I do not know that the Commissioner of Customs at Kowloon has nothing to do with salt. Mr. Fraser-Smith told me so, I remember. I did not know how we were to raise the price of salt. A day or two later I was told that the captain of the *Chang-fung* had authority to stop smuggling, and I agreed to Mr. Fraser-Smith going up to find him. I said if we bought too much people would be unwilling to sell, and if we bought too little it would not pay. Mr. Fraser-Smith said we ought to buy 8-10ths of all the stock in Hongkong. I told him not to send the gunboat too soon, as we wanted to get some more salt into the colony before we put a stop to the smuggling. I understood that they would try to get two gunboats sent down, one to guard each end of the harbour, and I agreed to pay \$20,000 for two launches that the Commissioner had for sale. One was to be a passenger or cargo boat, to go anywhere. They were independent of the salt scheme. If they were successful it was agreed that Mr. Fraser-Smith should put \$4,000 into them and I \$6,000. He said that \$9,500 was their real price, but we had to give the English Consul \$500. He asked me to give him the money next day, but I refused until the launches were in Hongkong and all settled. He said that was no use; he would not trust us Chinese. I refused to deposit the money until each end of the harbour, but agreed to hand it over when an agreement was drawn up by Mr. Denny—several had been made, and altered—but it was not signed. An agreement was also drawn up about the Yee On Wo. It was agreed that the boats were to be purchased in the name of the Loong Wo On. It was also agreed that no salt was to be bought until Mr. Fraser-Smith received a telegram from Canton that it was right. I was told that I should then get an official document authorising me to seize smugglers. Mr. Fraser-Smith told me the authority had come, and I told Li Cheuk Koon about that time. One of the salt that had been bought was sold until this week; I never told anyone I had sold it at three piculs a dollar. I sold about half of it this week, at 3 piculs 25 catics, 3-10, and 3-8 per dollar. I could not have sold it better prices since I bought it. Mr. Fraser-Smith at first agreed to be a partner in the ownership of the boats, but afterwards it was agreed that he should get \$2,000, as bonus for purchasing them. He would not have been a partner in the salt firm, except the operations were for a large amount. Then he was to get 2-10th bonus; he was not a partner. The defendants were not partners either, they only got a bonus. I did not give them any bonus because I lost on the transaction; I have not sold out. I was the sole owner.

By the Court—I contracted to buy 30,000 piculs, but the salt has not been weighed yet. I paid \$7,700. The salt is in eleven godowns; I have sold the contents of five godowns. I have lost on it in expenses, rent, melting of the salt, &c. Salt loses eight catics per picul in a year.

Leung Sheu, partner in the last witness's bank, gave evidence in support.

Li Lung, salt merchant, said that he sold 30,000 piculs to Li Cheuk Koon, at 3 piculs 10 catics per dollar. He gave him a card in Chinese and English as "evidence" for the purchase of the salt. Low Wah, broker, stated that he acted for Lai Kit in overtures for the purchase of 80,000 piculs. The purchase was not effected, as the persons who held it were afraid.

That closed the case for the plaintiffs. The Attorney-General, in summing up, submitted that the defendants were bound, if their counterclaim was to avail them as a defence, to prove partnership strictly as set forth in their statement. He submitted that that had not been proved. The parties had met and discussed a firm, but no final arrangement, such as would constitute partnership, had been made. It was arranged that when all was settled a document should be signed by the parties, but Lai Cheuk always refused to sign—he was not satisfied, and there was nothing binding on any of them. Lai Cheuk was a partner in a banking firm, but there was no evidence that his partners had given him permission to embark them in any such enterprise. The evidence as to who were partners was very conflicting, and altogether there was nothing to show that any real partnership existed.

Mr. Francis submitted that the evidence given by Mr. Fraser-Smith and the last witness showed that a partnership existed, if not between the whole of the plaintiffs and the defendants, at least between the principal plaintiff and the defendants. It was a very curious transaction altogether, and helped to throw a good deal of light on many things that had occurred in the Colony, showing that the Customs were not entirely to blame for the trouble they had given. He then reviewed the evidence, which, he said, supported Mr. Fraser-Smith's account of the transaction. In conclusion he said that Mr. Fraser-Smith could only be entitled to a bonus, and not a share.

His lordship said that he was in the same position as the other members of the firm.

Mr. Francis applied that, if the Court found for the plaintiffs on the counterclaim, leave should be given to add the name of Mr. Fraser-Smith to the counterclaim, and a decree granted as against Lai Kit.

His lordship asked what the position of the defendants would be if it was found that Lai Kit had actually lost on the transaction admitted. Mr. Francis pointed out that all he had attempted to show was partnership or no partnership, without trying to show the amount of the loss. If the question of profits was referred to the Registrar material evidence could be adduced with regard to the 80,000 piculs.

The Attorney-General opposed the proposed amendment. His lordship said that he would do justice, and deferred judgment till Friday.

## THE WEST RIVER.

The news originally published by the *Chinese Times* as to the probable opening of the West River to foreign trade and navigation is of the highest importance to the port of Hongkong. There is no other distributing centre of trade, always excepting Macao, nearer the consuming and exporting markets which lie on the banks of the West River than this colony. Macao is situated almost at the mouth of the West River and is therefore in close contact with the localities likely to become great trading emporiums, but it must be admitted that the neighbouring Portuguese colony is neither able to supply the new markets with the commodities they may require, nor to re-export to Europe and the world the native products grown or manufactured along the banks of that immense waterway. Had Macao a suitable harbour, and Portugal ships and steamers in sufficient numbers to run to and from its centennial colony, the opening of the West River would have been in itself a sufficient motor to transform once more, as if with a magic wand, the old dead-end of the colony into a flourishing emporium of trade. As, however, the international European settlement between the proposed new markets and the colony of Hongkong is, to all purposes, a useless factor in the problem, it follows that our colony is the only point that can and will benefit by the opening of that vast, though not very deep waterway, which, starting from the delta of



the Broadway, passes the important cities of Nanchang, Nankin, and Shanghai, and then to Wuchang, in Kwangsi, after joining the North River which is in connection with Canton. This vast opening will be found for British commerce with China in the region which it is proposed to open to foreign trade, and will double its importance and prosperity in the comparatively near future, are eventualities that do not require much foresight to predict.

The main question, however, which is now being discussed in all commercial circles in the Far East, is whether the news reported by the Tientsin newspaper has sufficient foundation in fact to warrant implicit belief in it. The language used by our northern contemporary would seem to imply this desideratum. The Chinese Times hopes "soon to be able to announce that a suitable port for foreign trade has been selected to be opened on the West River, with right of access to it by vessels under foreign as well as Chinese flags." And before the paper reached here, it was current rumour and belief that Messrs. Jardine, Matheson & Co. had received the news by wire. If these hopes are well grounded, and everything seems to point in that direction, we may rely on seeing at very far distant date, an extraordinary aggrandisement of the commerce of this colony, and a proportionate development of the whole district which is thus placed in contact with Western trade and civilisation.

We cannot presume to penetrate into the mysteries of the Tsung-li-Yamen; but are strongly inclined to believe that China's Ministers of State and China's ruling power are gradually but surely acknowledging the absurdity of their long standing policy of exclusion of the foreigner, and that what with railways, and new Treaties with foreign powers, and the partial opening of rivers and ports, the vast empire of territory which forms the Celestial Empire will soon be opened in its entirety to all nations of the world. This is a compensation which the world demands of China for allowing China's subjects free access to all the ports and cities of the world. To restrictions which are now enforced on Chinese immigration in the United States and Australia, if understood in their true light, do not embody a policy of exclusion of the Chinese to the extent as China excludes foreigners from her hermetically sealed ports and territories, excepting the few Treaty ports. The American and Australian restrictions are simply a protective measure taken to save national labour from deterioration and loss. Chinese merchants of high standing are to be found in America, in Australia, and all over the British Colonies, and as they as well as Chinese tradesmen of every description contribute to the business welfare of the cities in which they live, they are surrounded with all the protection and security civilised nations can give. It is especially against the labouring classes who work at starvation wages that the restrictive measures have been enforced as a necessary protection of national labour. To-day's cable message, published in another column, is a clear confirmation of our view. Now let us suppose, for the sake of argument, that England and America, Germany, France and other nations obtain from China the opening up of the vast empire to European and American trade, and that they stipulate not to import European or American labourers into China, but to train and use Chinese labourers, artisans and mechanics in preference to those of their own nationalities! Is this an altogether impossible hypothesis? Once it is granted and accepted, would it not literally raise China to a height of civilisation and progress never dreamed of by her most Utopian well-wishers and enthusiasts?

We hope China's recent move concerning the opening of the West River is an indication that the influential advocacy of Li Hung-chang and the Marquess Tsiang has convinced the high Imperial authorities that China's future as a leading factor in the world's political history depends solely on the sensible utilisation of her immense resources now lying comparatively neglected, and in moving onwards in the advance of progress and civilisation with Western Nations.

## CORRESPONDENCE.

[We do not, necessarily, endorse the opinions expressed by Correspondents in this column.]

## FIFTY DOLLARS ON THE BRIDGE.

"TO THE EDITOR OF THE HONGKONG TELEGRAPH."  
SIR,—Permit me again to ask a small space in your valuable columns. Since my previous communication appeared I have been in the North, and owing to some difficulties in mailing, your number containing the two absurd and most unnecessary pieces of correspondence which appeared as replies, (for they cannot be called replies) has only just reached me.

Why "Mail Boat" took up his pen and wasted valuable time and paper in championing office boys, I cannot conceive; for really his correspondence treats of nothing else, and is nothing more than a weak effusion of a succession of trifling facts altogether foreign to the subject in question. He confesses to have read my correspondence with an effort, as it contained a vast amount of unnecessary verbiage. Why did he read it at all? However, since he did read it, it is evident he is not a student of rhetoric and equally so that he does not understand that what he terms verbiage is really and only necessary to the simplest expression and illustration of thought.

It seems to me that he wrote you merely for the sake of seeing himself in print; I may be wrong, but it looks horribly like it.

He says a great deal about office boys, tramps, and mail boats, although my letter treated of neither; but since he has mentioned them, I may say at once that I was not comparing any kind of ship officer to any sort of office boy or even his boss; I merely asked an increase of our pay, through a reduction in the pay of office boys. By "Hong" men I meant those who sit in the high places and are in receipt of hundreds of dollars a month, not shivering, shivering, stamp-sticking, envelope-addressing-and-lifting receivers of from \$50 to \$100 salary per mensem.

Really, "Mail Boat's" absurdities are most refreshing, inasmuch as he arrogates such an enormous amount of knowledge and perspicacity to himself. We don't want to change places with any sort of office boy, and would if we could; so, why bother us about his health, or his paltry salary after his washing bill is paid, or his insane desire to become a "P. & H. officer"?

With regard to "Saigon tramps" which hail from nowhere and belong to no one, I am not in one, have never been in one—would never go in one; because I am not a "coarse grain of hemp," but rather a fibre of finest silk; am only twenty-four years of age and foolishly suppose nothing, as I know exactly the kind of men the merchant service is composed of, having been in all kinds of services in all parts of the world.

With regard to "P. & H." any other mail service, which "Mail Boat" evidently aspires to, the higher rate of wages is but small compensation for the restrictions, (unnecessary discipline) red-tapeism and cargo-tallying, which these officers have to put up with.

As for "P. & H." a naval chaplain who had come from London in one of their boats, said to me, while on board of a coaster bound to a Northern port:—"What a pleasant life yours is as compared to that of a P. & H. officer!"

Why? I asked.

"Why? you really do nothing, but they, poor fellows—well, it seems to me that they and Pickaninnies are the hardest worked men in the

East; they seem always to be in a state of profuse perspiration and cargo-tallying."

Really, "Mail Boat's" effusion assumes a more ludicrous aspect with every line. He says, very slyly, that he betrays undue eagerness to come out here and that, if we don't like the life and the pay now we are here, we can take ourselves to a better market. He says: too that we are always climbing over each other's backs, that our labour market is overstocked and that owners will always go to the cheapest market.

Now, did even a "man who thinks," to use his own expression,—make such absurd assertions?

Every proper man is eager to earn a livelihood, is eager to earn it where he best can, or where it best suits him—whether it be on the China coast, or the coast of Hades matters little; but, wherever it is, the scale of pay I mentioned is insufficient, as he admits. And besides, a man is always at liberty to ask for more money, and to show how it can be given him without being picked up by every absurd prattler who has the least market. I should have imagined that a man with "Mail Boat's" undoubted acumen would have found by experience that the cheapest market is not always the best. He says that if we are not satisfied we should enter a mail service, where they have large and comfortable boats. But we can't all be in mail services, and as he admits that our labour market is overstocked, why follow it up with such a stupid remark?

We wouldn't be in the P. & O. or any other mail service, for reasons I have already stated, together with the fact of perfect discomfort, your room being situated in a dark and stuffy alley-way with its door immediately opposite a latrine or a cook-house—as we are "Free lances," we coasters,—and would not suffer any uniformed and unnecessary discipline for twice the money a P. & O. officer receives. Our existence is burdensome enough as it is, so why ask us to undergo a harassing uniformed discipline night and day from the morning to the evening of our lives, and with many of us, it would be far into the night ere we could be rid of it!

"Mail Boat" evidently likes (to use a purely nautical term) to have "the guts worked out of him."

A man who joins the P. & O. does so as fifth officer and at a very small rate of pay, and with all his gold braid and buttons, large ship, good service and comfort (?) he will be years in arriving, at the enviable (?) post of chief officer—perhaps never,—for "that absurd nonsense, merit" (to use some one's expression), is at an enormous discount. To rise at all quickly in that service, i.e., to the post of "Kaptain," it is not really necessary to be a smart officer, or a gentleman in the ordinary acceptance of the term, but your name must have been put on the nomination roll as soon as your parents had decided that you were a male child, and you must be a gentleman, i.e., in the extraordinary acceptance of that term, i.e., you must have a rich uncle who is a butcher, brewer or baker, but he may be a soapboiler, pickle-maker, or candle-stick maker to equal advantage, provided he has ever so small an interest in the Company.

There are a goodly number of gentlemen (of the ordinary type) in the "coasters," although "Mail Boat" foolishly supposes there are not. There are also many even in the "Tramps" who are so disgusted with, and why he should suppose that a tramp is less valuable or of less consequence in the eyes of his owner, or that of his fellow officers and crew, than a mail boat, or why he should suppose that such vessels should be given to the care of ignorant ruffians, I really cannot conceive, for it is a valuable property, has valuable lives on board, is insured at Lloyd's, and requires just as much care and navigation as the finest or largest mail boat afloat, and, if the truth were known, the "Tramp" makes the most money. A decently put together and economically found "Tramp" is no mean thing to own.

Speaking by comparison of mail services, take for instance the fairly well paid Royal Warrant India Mail Co., that which a finer service does not exist. But who stays in it more than two or three years, or after he is tired of that most absurd discipline which tends always to lower a man in his own estimation—I mean that rule which prohibits officers from having any intercourse with passengers? Why, no one, unless he is coxswain of promotion, which is terribly slow and goes by favour.

The only well paid and decently cared-for service that sails the seas, is Alfred Holt's and all the credit be his, for he runs his boats regularly and has great opposition to contend with.

But what sort of officers does "Mail Boat" suppose these ships carry? Griffin of all ages and nationalities, or men holding any grade certificate? No, most assuredly not, for with very few exceptions these boats are not offered by fairly educated, and decently behaved men, who hold master's certificates, from the chief officer to the fourth, and are highly paid in consequence.

But what compensation do these men get for years of hard work, beyond their good pay? Nothing, as, without exception, I believe that the commanders of these boats are drafted as such from other services, are tried and experienced men (?), and decidedly lucky and are proportionately long-lived; for, a man now in command on this coast was seventeen years in that service in all grades of mate, and a number of years as chief mate, but he never got a command, though one or two vacancies occurred during that period. And this is not the exception but the rule.

"Mail Boat" grandiloquently informs us, that the social position of the members of other professions, the navy, the army, the church and the law, is immeasurably superior to ours.

(Whisper) and to that of trade and business, he knows, for he will divide his trade certainly not his profession. We know that it is supposed to be; but why, we cannot tell, for a goodly number of us have kinsmen of all kinds in every profession, but none in trade; we have the average education of the higher middle classes; we know how to say "please" and "thank you" as well as they, and, apart from our profession, our social position is as good as theirs; so I naturally ask,—why should we be snubbed into it?

Surely we have a social position somewhere in this world, and it surely is far above what is permitted us?

I wonder "Mail Boat" didn't tell us to take ourselves and apply for a commission in a cavalry regiment (we're not suited for a marching regiment), or for a lieutenancy in the Navy, either of which is equally impracticable.

Now, the church and the law are both open to us, as, in the first place, I am perfectly convinced that we should make admirable "sky pilots," having bumped on every rock and stranded on every shoal with which the social sea abounds, and having also successfully scrambled through the current of every device, fraud and artifice, with which the wary snare the unwary.

Therefore, I maintain that we could do "Joos pidgein, namba one han' some." As for the law, I am equally convinced that many of us would excel in it and be a shining light in the profession, for sea lawyers abound among us, and I think there is no lawyer who talks so much or so

I will tell thee now, "Mail Boat," the reasons why we are on this coast and why we remain in it "coasters," in preference to being in your mighty mail boats. And they are:—

1st.—Promotion is quicker.  
2nd.—We all stand a fair chance of some day becoming "Kaptains" (nautical).  
3rd.—Because we have a little spirit and care not to plod up with the hide-bound humours of unscrupulous owners and overzealous "Kaptains," which (humours) are styled discipline and are enforced, to the total extinction of that proper pride and manly spirit which every man possesses at some period of his life.

4th.—There is no cargo-tallying.  
5th.—"Mail Boat" likens our existence to a yacht owner's pleasurable life, in further justification of his argument, though I fail to see the resemblance. Would it were so, and then we should not complain, as everyone knows that the pleasure of yachting is synonymous with perfect freedom, a large fortune, and a supreme indifference to the things and people of this world, and that "sailor" is the euphonious synonym for hard work, indifferent food, imperfect accommodation, perfect subjection, small pay, weighty responsibilities, in fact, slavery in every sense of the word, and any other opprobrious epithet which can be applied to the human animal.

However, Sir, nothing in this argument, or in anything "Mail Boat" has or has not said, goes to prove, or to substantiate the proof of any reason which can be put forward, as to why we are not worthy a higher remuneration for our services.

If the author of the pitiful effusion I have been dealing with is really a "Mail Boat" man, I can say nothing further than that he is a *perpetrator* of the first order, and deserves not the title of "Mail Boat," and that he and all his kindred should be swept from the face of the earth and sea as a reward for their virtues.

But, h'm! h'm! methinks "Mail Boat" smacks strongly of "Hong" man (office boy), as his pitiful remark—"The business offices here in Hongkong and the Banks in particular, have all reduced their pay and in this way they have sent the superfluous and often offensive British clerk about his business, and have taken on Portuguese and Chinamen to do his work, at a very great reduction," and the shipowners would do the same if it suited their purpose, but it does not!" brands him, to those who think "as a very poor man and one not deserving the proud title of Britisher."

From his championship of Portuguese and Chinamen, thinking people naturally conclude that he is of either one or other of these cheap labour nationalities, and that, in consequence, his poor effusion is of no material value, being scarcely worthy even a comment, albeit I have taken the trouble to tell him so.

In the same number of your paper, Mr. "Coaster" gives us a rather trite though very useful piece of information, and as a thinking individual I thoroughly concur with his views of the case.

We know that "Scandinavians" literally infest our Merchant service and that they are more objectionable parasites than spiffers, but they are an irreparable evil, as long as free trade exists. The fact of any foreigner being able to obtain an English certificate of competency and thereby being enabled to rob us of our means of subsistence is a howling shame that cries aloud for redress. Every British Sailor feels it more acutely with every day's recurrence, his heart weeps in silence and he grows a dozen times day "that it is a shame and should be stopped" and that the Government ought to be ashamed of itself, (supposing that a Government can feel ashamed); but here he stops, for he has not heart enough to go further, and had he heart enough to do so, he has not brains enough to know how to do it.

Mr. "Coaster" tells us in the most confidential manner that it is a shame and that it should be stopped, (of course it should) and "thinking people" agree with him, but they naturally look to him for an idea at least of the manner in which this national grievance can be redressed. Where is it? which is the way and where the means? How can we do it, Mr. Coaster?

There is a way, I assure you, and only one way, but its execution will require pluck, energy, perseverance and perhaps privation, but our end will be gained to a certainty, and the future sailor of the English Mercantile Marine will be an Englishman. It would be a proud boast.

Now, Sir, having trespassed on your valuable space and tried your patience to a great extent, I must conclude by saying that in a short time I hope to be able to lay before you a scheme by which the English merchant service can be cleared of all the human vermin that infest it, and by which our scale of pay as well as our social position can be raised to their proper level.

Thanking you sincerely for according me so great a space,  
I remain, Sir,  
Yours faithfully,  
FIFTY DOLLARS.

Hongkong, 12th September, 1888.  
LATE TELEGRAMS.

LONDON, August 23rd.  
Mr. Henry Richard, Gladstonian Liberal member for Merthyr, is dead.

Advices have been received that Major Bartlett left the camp at Yambanga early in June with five hundred men to convey supplies to Stanley.

PARIS, August 23rd.  
M. Goblet's reply to Signor Crispi is couched in terms similar to the note addressed by him to the Powers on the 3rd inst.

MADRAS, August 24th.  
The following sentences were passed today in the Tellicherry Sessions by Mr. Justice Mead, Sub-Judge of the Criminal Court, on a charge of a fine of Rs. 1,000 in each case. In default further nine months in each case. Kunhi Paki, the second accused in the first case, one year's rigorous imprisonment. The second accused in the second case, Sankunni Nair, one year's rigorous imprisonment and a fine of Rs. 1,000. In default, six months' further imprisonment. The third accused was acquitted.

LONDON, August 25th.  
The *Full Mail Gazette* states that the counsel to the Government of the Commonwealth of the Decan mining concession was unlawfully obtained, and that the Hyderabad Government is entitled to its being annulled.

It is currently reported that the Boers have captured Dinizulu and delivered him to the British.

BERLIN, August 25th.  
The *North German Gazette*, in discussing General Boulanger, says that not only Germany but Europe generally will welcome his success, provided he maintains peace and order in France.

ST. PETERSBURG, August 25th.  
Colonel Prijevolski starts next week on an exploring expedition in the west and southwest of Central Asia, the object being eventually to reach Lhasa. The expedition will number 71, including 24 Cossacks, and is expected to last for two years.

ROME, August 26th.  
Signor Crispi is arrived at Milan from his interview with Count Kalnoky, which was very brief, and merely a matter of courtesy.

MANDALAY, August 26th.  
On Friday afternoon at 4 o'clock a sudden rising of 70 fathoms and long term prisoners, armed

with bamboos and ammoties, tried to release 200 prisoners from the workshops—and to open the gate. The deputy gaoler from the turret fired over the heads of the crowd, and some prisoners helping the warders, the riot was quelled in ten minutes. The Chief Commissioner arrived soon afterwards with guard. Two warders were hurt on the head and back respectively; many prisoners assisted in quelling the riot; 28 rioters were injured, but none were shot; fifty of the rioters were sent on to Rangoon yesterday. The present number of prisoners in the gaol amounts to eleven hundred and seventy.

SIMLA, August 27th.  
The other members of the Cabul Mission will be Colonel Nevill Chamberlain of the Chief Staff, Lieut. Manners-Smith, Attaché, of the Foreign Office, and Dr. Owen. The object of the Mission is to make certain proposals to the Amir which will strengthen our position in Afghanistan; the appointment of a British Resident at Cabul being probably one of them. Considerable apprehension prevails up here as to the probable result of the Mission, it being considered not unlikely that the Russians may make a counter move, and thus precipitate a rupture between us.

CALCUTTA, August 27th.  
During a heavy storm in Calcutta, and a cyclone in the Bay of Bengal, the tug *Clive* and the ship *Champion* had a narrow escape in the Eastern Channel on Thursday, and have returned to town damaged. The *Survey* steam launch *Ketch* collided with the Hooghly Bridge on Saturday owing to the high wind and strong tide prevailing, and sank; two lives were lost. The remainder of the crew, sixteen in number, were pluckily saved by the Bridge kassies. In town, two houses came down, but the inmates left in time, and no lives were lost.

BOMBAY, August 28th.  
Cabul news of August 19th says that the Amir's troops sent from Sherpur reached Bamian; they confirm news that the Balkh people and the troops garrisoned there decline to be misled by Isak Khan, even though he declared himself an Amir. Two men were arrested at Cabul and blown away from guns in the presence of the troops, for spreading the news of the death of Abdul Rahman; this took place before a great concourse of people. Isak Khan has sent emissaries to Eastern Afghanistan to excite dissension against the Amir.

LONDON, August 28th.  
A fatal accident occurred to a balloon which ascended at Kensington yesterday for the purpose of crossing to the Continent. The balloon collapsed in Essex, and the aeronaut Simmons and his two companions were precipitated from the car, Simmons being killed and his two companions severely injured.

An official despatch from Capetown states that the invasion of Khamat's territory by the Boer Commander Gobelair last month was an accidental affair, and that the territory in question remains uninvaded. President Kruger is cordially co-operating with Sir Hercules Robinson in allaying the excitement.

## POLITICS IN CHINA.

The following interesting letter from a correspondent appears in a recent issue of the *N. C. Daily News*—

It has often been a matter of surprise to me that while so much is daily written and published of and concerning China, so very little of it throws any light upon politics in China at the present time. With your permission I propose to send you some contributions on this subject, not for the purpose of airing my very limited amount of knowledge, but in order to draw attention to, and create an interest in it, so that others who have valuable information at command, or the means of acquiring it within their reach may be induced to take some trouble to increase their knowledge, and to place it at the disposal of your readers.

One fact of overwhelming importance is hardly ever referred to in print, yet it is, I believe, the dominant factor in all high Chinese politics.

The present dynasty is an alien dynasty, and though it has been for about 250 years in possession of the throne of China, and has been marvellously successful in maintaining, consolidating, and extending the power of the Chinese Empire, yet it must never be forgotten that the Manchu family now in possession of the throne of China is maintained in power by Tartar garrisons, commanded solely by Manchus, or Tartar generals, in all the great provinces and cities of the Empire. These garrisons live apart from the Chinese inhabitants, and from the soldiers of the Chinese nationality. I do not intend at present to refer to any other element in Chinese home politics besides the one I have already mentioned. Many matters have happened in recent times, and some are now in progress which throw light on this subject, but I will content myself to-day by telling a chapter of a story as it was told to me of a striking episode in modern Chinese history.

In the early part of the year 1880 China was on the brink of a war with Russia about Kuljia. The Chinese Government was in a great state of agitation and alarm. Just then, General Gordon, who had arrived in Bombay as Military Secretary to Lord Ripon, the new Governor-General of India, threw up his post in a fit of disgust, but without any idea as to what he should do next.

In a state of uncertainty, he received an invitation from Sir Robert Hart on behalf of the Chinese Government to visit Peking. Almost immediately afterwards he received an invitation by telegram from the Viceroy of Chihli, Li Hung-chang, to pay him a visit at Tientsin. He replied accepting both invitations and started at once for China. Some time after his arrival at Shanghai he proceeded northwards, and at Cheloo received a letter from Sir Robert Hart calling the previous invitation, urging him to accept the language to refuse his steps at once, stating that his presence in Peking just now would be a cause of danger, and embarrassment to the Chinese Government, and adding that if he should determine to proceed in spite of what was said, that he should come on immediately to Peking, and on no account either visit or see Li Hung-chang at Tientsin. This was emphasized in the strongest manner.

General Gordon was utterly astounded at this letter. He went ashore immediately, but on thinking the matter over he very soon determined to carry out his original intention, and he went back on board, and proceeded to Tientsin, where he at once placed himself in communication with the Viceroy, whom he saw frequently. He received no further communication from Sir Robert Hart, but he proceeded to Peking. He received communications from Sir Thomas Wade, then British Minister at Peking, couched in terms of strong hostility. He had two interviews with the Tsung-li Yamen, and also gathered in other ways a great deal of information on political and military affairs. He noticed that Sir Robert Hart at all during his stay in Peking, but expressed to me afterwards his certain conviction that during each of his interviews with the Tsung-li Yamen, Sir Robert Hart was in an adjoining room. The General returned to Tientsin, and there was in daily communication with the Viceroy for some little time. He suddenly decided to leave, and said good bye to the Viceroy and returned to Shanghai. Here he spent a great deal of his time in my house. I frequently found him sitting him in my verandah, returning home at night, and generally stayed at dinner, and remained till one or two o'clock in the morning talking freely, and chiefly on subjects connected with China nearly the whole time. He

eventually took his passage by a P. & O. steamer, and only a day before he started, an official despatch was published in your columns by the British Consul, by order of Sir Thomas Wade, warning British subjects of the penal consequences of taking service either against or under the Government of China in certain circumstances. This had already been the subject of the communications between Sir T. Wade and General Gordon, when the latter was in the North of China, and he naturally regarded this official notice as an unnecessary and cruel insult to him.

In the foregoing sketch of General Gordon's visit to China, I have given the main facts as briefly as possible, omitting many of the minor incidents, and other matters, such as the cause which induced him so suddenly to leave Tientsin for Shanghai, which in itself formed a very interesting and striking story. The facts were stated to me by General Gordon himself several times in the course of different conversations.

General Gordon gave me the results of his observations when in the North, from a military

point of view, and graphic descriptions of his conversations with the Tsung-li Yamen and with the Viceroy at Tientsin, and of what he expected would occur if war between Russia and China actually broke out. The latter has a strong bearing upon the dynastic question, but as my present letter is already so long, I must reserve the second chapter of the story for a future occasion.

I hope to be able to give you hereafter a sketch of the events, as they were given to me by an excellent Chinese authority, of what occurred in Peking on the occasion of the election of the present Emperor, whose election, as your readers doubtless know, was contrary to strict Chinese law on the subject. I also hope to give you, if my time should permit, and you should consider the subject to be of sufficient interest, both facts and reasons tending to show the ever-present anxiety of the Imperial Government, on the dynastic, and national questions.

Your obedient servant,  
TEMPORA.  
2nd September, 1888.

## To-day's Advertisements.

## ROSE &amp; CO.

BEG to inform the residents of Hongkong and Outposts that they have disposed of their STOCK-IN-TRADE, &c., and transferred their Business to the HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED, taking effect from September 1st, 1888, from which date their responsibility in the said Business ceased.

ALL ACCOUNTS are requested to be sent in for collection by the 1st of October next. And ALL ACCOUNTS due must be paid by the above named date. In retiring from Business, ROSE & Co., beg to thank their many friends for the valued support hitherto accorded, and trust a continuance of the same will be extended to their Successors.

## ROSE &amp; CO.

REFERRING to the above, the HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED, beg to announce the purchase, on Sept. 1st, 1888, of the old established BUSINESS, STOCK-IN-TRADE, GOODWILL, etc., of MESSRS. ROSE & Co.; and they trust by assiduous care and attention to this new branch of their business to merit a share of public patronage.

THE STORE will be RE OPENED in a few days, when due notice will be given. The whole STOCK is being re-marked and arranged for a great CHEAP SALE, full particulars of which will be duly announced.

WE have this day REMOVED our Office from the premises of Messrs. LANE, CRAWFORD & Co., to Nos. 37 and 39, Queen's Road. THE HALL & HOLTZ CO., LD.

M. ALFRED EDWIN SKEELS has this day been appointed Manager of the HALL AND HOLTZ COMPANY'S Business at this Port.

By Order of the Board,  
W. W. CLIFFORD,  
Managing Director.  
Hongkong, 12th September, 1888.

## NOTICE.

LADY DES VOEUX will be unable to receive VISITORS, at MOUNTAIN LODGE, on SATURDAY NEXT, the 15th instant. Hongkong, 12th September, 1888.

## WANTED.

A RESPECTABLE Steady Young Man to attend the "STAG HOTEL" BAR. Apply to

Hongkong, 12th September, 1888.

THE STEAM LAUNCH COMPANY, LIMITED.

THE Steam Dispatch Launch

"BONNIE,"

is now lying off Pedder's Wharf for Hire.

For terms apply to

THE COMPANY'S OFFICE, 1, Pedder's Street.

Hongkong, 12th September, 1888.

WANTED IMMEDIATELY.

FOR TWO YOUNG LADIES, Apartments with Board. State terms by letter only to

A. B., c/o Hongkong Telegraph Office.

Hongkong, 12th September, 1888.

## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF PEKING."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHS. D. HARMAN, Agent.

Hongkong, 7th September, 1888.

## Masonic.

ST. JOHN LODGE

OF HONGKONG,

No. 618, S.C.

A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, on SATURDAY, the 13th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 8th September, 1888.

PERSEVERANCE LODGE OF

HONGKONG,

No. 116.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on SATURDAY, the 13th inst., at 8.30 for 9 P.M. precisely.

Hongkong, 7th September, 1888.

## Intimations.

TENDERS will be received by the Under-Signed up to Noon on the 21st September, 188



## Commercial.

CLOSING QUOTATIONS.  
Hongkong and Shanghai Bank—153 per cent.  
premium, sellers.

Union Insurance Society of Canton—\$90 per share, sellers.

China Traders' Insurance Company—\$68 per share, sellers.

North China Insurance—Tls. 285 per share, buyers.

Canton Insurance Company, Limited—\$95 per share, buyers.

Yangtze Insurance Association—Tls. 80 per share, sellers.

Chinese Insurance Company—\$175 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150, per share, sellers.

Hongkong Fire Insurance Company—\$345 per share, sellers.

China Fire Insurance Company—\$78 per share, sellers.

Hongkong and Whampoa Dock Company, 33 1/2 per cent. premium, sales and sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$220 per share, sales.

China and Manila Steam Ship Company—117 per share, buyers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$175 per share, sellers.

Indo-China Steam Navigation Company, Limited—\$100 per cent. div. sales.

Douglas Steamship Company—\$60 per share, sellers.

China Sugar Refining Company, Limited—\$186 per share, buyers.

Luzon Sugar Refining Company, Limited—\$69 per share, sellers.

Hongkong Ice Company—\$78 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$13 per share, sellers.

A. S. Watson & Co., Limited—100 per cent. premium, ex div. sales.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—5 per cent. premium.

Chinese Imperial Loan of 1884 C—9 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company Limited—\$75 per share, sellers.

Perak Tin Mining and Smelting Company—\$5 per share, nominal.

Punjab and Sindh Mining Company—\$12 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—61 per cent. premium, sellers.

Tongkoo Coal Mining Co.—65 per cent. premium, buyers.

The Hongkong High-Level Tramway Co., Limited—325 per cent. premium, sellers.

The East Borneo Planting Co., Limited—\$45 per share, sellers.

Cruickshank & Co. Ltd.—\$60 per share, sellers.

## EXCHANGE.

ON LONDON.—Bank T. T. 3/4  
Bank Bills, on demand 3/4  
Bank Bills, at 30 days sight 3/4  
Bank Bills, at 4 months sight 3/4  
Credits at 4 months sight 3/4  
Documentary Bills, at 4 months sight 3/4

ON PARIS.—Bank T. T. 3/4  
Bank Bills, on demand 3/4  
Credits at 4 months sight 3/4  
ON INDIA, T. T. 22 1/2  
On Demand 22 1/2  
ON SHANGHAI.—Bank T. T. 7 1/2  
Private, 10 days sight 7 1/2

## OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul \$550  
(Allowance, Tals 32 to 64).

OLD MALWA, per picul \$550  
(Allowance, Tals 32 to 64).

NEW PATNA, (without choice) per chest \$501  
NEW PATNA, (bottom) per chest \$511  
OLD PATNA, (without choice) per chest \$505  
NEW BENARES, (without choice) per chest \$481  
NEW BENARES, (bottom) per chest \$491

NEW PERSIAN (best quality) per picul \$540  
OLD PERSIAN (best quality) per picul \$560  
OLD PERSIAN (second quality) per picul \$550  
to \$575

## CHINA COAST METEOROLOGICAL REGISTER.

11th September, 1888.—At 4 p.m.

STATION. Wind. Bar. Therm. Humid. Rain. Direction of Wind. Force of Wind. Direction of Current. Force of Current. Direction of Tide. Force of Tide.

12th September, 1888.—At 10 a.m.

STATION. Wind. Bar. Therm. Humid. Rain. Direction of Wind. Force of Wind. Direction of Current. Force of Current. Direction of Tide. Force of Tide.

HONGKONG TEMPERATURE.  
(From Messrs. Falconer & Co's Register.)

Barometer—9 a.m. 30.14  
Barometer—1 p.m. 30.14  
Barometer—4 p.m. 30.14  
Thermometer—9 a.m. 84  
Thermometer—1 p.m. 84  
Thermometer—4 p.m. 84  
Thermometer—9 a.m. (Wet bulb) 79  
Thermometer—1 p.m. (Wet bulb) 79  
Thermometer—4 p.m. (Wet bulb) 79  
Thermometer—Maximum 84  
Thermometer—Minimum (over night) 78

## MAILS EXPECTED.

## THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Verona*, with the next English mail, left Singapore for this port on the 11th instant, at 2 p.m., and may be expected here on or about the 17th.

## THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Arabic*, with mails, &c., from San Francisco to the 21st ult., left Yokohama for this port on the 12th instant, at 6 p.m., and may be expected here on or about the 18th.

## THE CANADIAN MAIL.

The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Vancouver for Yokohama, and this port on the 28th August.

## STEAMERS EXPECTED.

The D. D. R. steamer *Friggera*, from Hamburg, left Singapore on the 6th instant, and is expected here on the 13th.

The Navigazione Generale Italiana Co.'s steamer *Nitagra*, left Singapore on the 8th instant, and is expected here on the 14th.

The China Shippers Mutual S. N. Co.'s steamer *Ningchow*, from Glasgow and Liverpool, left Singapore for this port on the 10th instant, and may be expected here on the 16th.

The Glen Line steamer *Glengyle*, from London, left Singapore on the 11th instant, and is expected here on the 17th.

## Shipping.

## ARRIVALS.

DJEMNAH, French steamer, 2,485, Vaquier, 11th Sept.—Marselles 12th Aug., Alexandria 17th, Port Said 18th, Suez 19th, Aden 23rd, Colombo 30th, Singapore 5th Sept., and Saigon 8th, Mails and General.—Messageries Maritimes.

BENIARJO, British steamer, 1,482, Freeman, 11th Sept.—Amoy 10th Sept., General.—Gibb, Livingston & Co.

VANOTZSE, German steamer, 814, C. Tonningsen, 11th Sept.—Shanghai 8th Sept., General.—Siemens & Co.

HAITAN, British steamer, 1,182, S. Ashton, 12th Sept.—Fochow 8th Sept., Amoy 10th, and Swatow 11th, General.—D. Laprak & Co.

SOCCHOW, British steamer, 999, Hughes, 12th Sept.—Whampoa 12th Sept., General.—Butterfield & Swire.

CANTON, British steamer, 1,110, J. Bremner, 12th Sept.—Whampoa 12th Sept., General.—Jardine, Matheson & Co.

TAISENG, British steamer, 1,505, Jackson, 12th Sept.—Calcutta 28th Aug., Penang 3rd Sept., and Singapore 5th, General.—Jardine, Matheson & Co.

Clearances at the Harbour Office.  
*Mefoo*, Chinese steamer, for Swatow, &c.  
*Kong Beng*, British steamer, for Swatow, &c.  
*Triton*, German steamer, for Saigon.

*Lady Harwood*, British bark, for Whampoa.  
*Benary*, British steamer, for Higo.  
*Thales*, British steamer, for Swatow, &c.

## DEPARTURES.

September 11, *Store Norditz*, Danish steamer, for a cruise.

September 11, *Tamsui*, British steamer, for Whampoa.

September 11, *Ingraham*, German steamer, for Whampoa.

September 12, *Actio*, Danish steamer, for Hoihow, &c.

September 12, *Fushiki Maru*, Japanese str., for Kuchinatou.

September 12, *Cathay*, British steamer, for Singapore, &c.

September 12, *Achilles*, British steamer, for Amoy, &c.

September 12, *Thales*, British steamer, for Swatow, &c.

September 12, *Kong Beng*, British steamer, for Swatow, &c.

September 12, *Djemnah*, French steamer, for Shanghai.

September 12, *Triton*, German str., for Saigon.

September 12, *Mefoo*, Chinese steamer, for Swatow, &c.

September 12, *Benary*, British steamer, for Kobe, &c.

## PASSENGERS—ARRIVED.

Per *Djemnah*, str., from Marselles for Hongkong.—Mr. L. Tonningsen. From Singapore.—Mr. and Mrs. Lefebvre, Messrs. Tan Kin Guan, H. Milchinson, Sandrin, Moore, Tan King Chong, Tan Kik Kai, See Chong Eng, and 2 Chinese. From Saigon.—Mrs. A. H. H. infant, Messrs. Tong Shing and Leider, and 25 Chinese. From Marselles for Shanghai.—Rev. Antonio Factori, Rev. Remigio Goetti, and Mr. Rosebauri. From Saigon.—Mrs. Heine and Mr. Leroux. From Marselles for Kobe.—Mr. Alfred London. For Yokohama.—Mr. Ritchie. From Singapore.—Mrs. Gray, infant and amah, Messrs. Mugrove and Hoffenden.

Per *Benary*, str., from Amoy.—400 Chinese.

Per *Haitan*, str., from Fochow, Amoy, &c.—Mr. Calisto and 2 Chinese (cabin), and 154 Chinese (deck).

Per *Yangtze*, str., from Shanghai.—10 Chinese.

Per *Taiyang*, str., from Calcutta, &c.—Mr. and Mrs. Carroll and 2 children, and 500 Chinese.

## DEPARTED.

Per *Achilles*, str., for Amoy.—250 Chinese.

Per *Cathay*, str., from Hongkong for Singapore.—Captain P. R. Simmonds, R.A., Major Wilkinson, Messrs. Chan Yen Chew, Chai Shing, and Lo Min. For London via Marselles.—Mr. J. Whitall. From Yokohama for London.—Miss Wright.

Per *Kong Beng*, str., for Swatow, &c.—150 Chinese.

Per *Taiyang*, str., for Saigon.—50 Chinese.

Per *Thales*, str., for Swatow, &c.—1 European and 100 Chinese.

Per *Djemnah*, str., from Hongkong for Shanghai.—Messrs. MacClintock and servant, W. W. Clifford, G. Christy and servant, H. W. Richards, and Ten Cheong Tsun. For Kobe.—Mr. Geo. B. Dodwell. For Yokohama.—Mr. Rocca and 7 Chinese.

Per *Mefoo*, str., for Swatow, &c.—10 Chinese.

Per *Oriz*, str., from Hongkong for Saigon.—Mr. T. Benoit, and 4 Chinese. For Singapore.—Brother Vincent Roques and servant, Mr. E. J. Solomon, and 8 Chinese. For Marselles.—Messrs. Brimelow and Augusto Calisto. From Shanghai for Singapore.—Mr. J. Abraham. For Marselles.—Messrs. Ed. Gamman, E. Blumenthal, Dourian and servant, and Rev. R. P. Clerbeana. From Yokohama for Saigon.—Messrs. L. Leconte, L. Blanc, Lepanto, Julien, Gelabert, and Guillemont. For Singapore.—Messrs. Purchas, Seidichi, Vivanano. For Marselles.—Messrs. Harada and A. Shanko. From Kobe for Saigon.—Mrs. Bonardel and Mr. L. Perost. For Marselles.—Sister Bernardine.

## REPORTS.

The German steamer *Yangtze* reports that she left Shanghai on the 8th instant. Had moderate north-east winds and moderate sea.

The British steamer *Benary* reports that she left Amoy on the 10th instant at 5 p.m. Had moderate north-east winds and fine weather; arrived here at 10 p.m. on the 11th.

The British steamer *Taiyang* reports that she left Calcutta on the 28th ultimo. Had strong wind, and thick rainy weather to Penang; arrived there on the 2nd instant, and left for the 4th. Had fresh winds and rain throughout; arrived here on the 12th at 2 p.m.

The British steamer *Haitan* reports that she left Fochow on the 8th instant at 10.30 a.m. for Amoy. Had strong north-east winds and fine clear weather with sea moderately smooth. Left Amoy on the 10th. From Amoy to Swatow had fresh east-north-east breeze and a heavy south-east swell. Left Swatow on the 11th. From Swatow to port had light south-east winds and cloudy weather with smooth sea. In Fochow, the steamships *Newchwang*, *Fuyao*, and *Hailong*. In Amoy, the steamships *Fomosa*, *Chiefo*, and *Parthia*. In Swatow, the steamship *Fushun*.

## Post Office.

## A MAIL WILL CLOSE.

For Europe, &c., Australia, India, via Madras.—Per *Oriz*, to-morrow, the 13th instant, at 11.00 A.M.

For Saigon.—Per *Telantos*, to-morrow, the 13th instant, at 1.30 P.M.

For Saigon.—Per *Falkenberg*, to-morrow, the 13th instant, at 3.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c.—Per *Delcomyn*, to-morrow, the 13th instant, at 3.30 P.M.

For Straits and London.—Per *Benlarig*, to-morrow, the 13th instant, at 3.30 P.M.

For Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Airlie*, to-morrow, the 13th instant, at 3.30 P.M.

For Haiphong.—Per *Marie*, to-morrow, the 13th instant, at 5.30 P.M.

For Singapore and Sourabaya.—Per *Benalarig*, on Friday, the 14th instant, at 11.30 A.M.

For Straits, Colombo, and Bombay.—Per *Tcheran*, on Saturday, the 15th instant, at 11.30 A.M.

For Yokohama and San Francisco.—Per *City of Peking*, on Tuesday, the 18th instant, at 2.30 P.M.

## SHIPPING IN HONGKONG.

## STEAMERS.

AIRLIE, British steamer, 1,492, W. Ellis, 11th Sept.—Fochow 4th Sept., Tea.—Russell & Co.

BENALARIG, British steamer, 1,331, R. W. Thomson, 6th Sept.—Kobe 29th Aug., Coal and General.—Gibb, Livingston & Co.

CITY OF PEKING, American steamer, 5,075, W. B. Senbury, 7th Sept.—San Francisco 11th Aug., and Yokohama 1st Sept., Mails and General.—P. M. S. S. Co.

DELCOMYN, British steamer, 1,183, F. Ekins, 7th Sept.—Fochow 4th Sept., General.—Gibb, Livingston & Co.

FALKENBURG, German steamer, 988, W. Dreyer, 9th Sept.—Saigon 5th September, General.—Melchers & Co.

FAME, British steamer, 1,177, A. Stopant.—Hongkong and Whampoa Dock Co.

KHIVA, British steamer, 1,454, 9th Sept.—Bombay 23rd Aug., and Singapore 3rd Sept.—P. & O. S. N. Co.

MARIE, German steamer, 704, J. Hohlmann, 10th Sept.—Haiphong 8th Sept., General.—A. R. Marty.

MEMNON, British steamer, 825, Dorff, 9th Sept.—Sandakan 4th Aug., General.—Butterfield & Swire.

MONKUT, British steamer, 860, Geo. Anderson, 6th Sept.—Bangkok 31st Aug., Rice and General.—Yuen Fat Hong.

OXUS, French steamer, 2,390, Guirah, 11th Sept.—Shanghai 8th Sept., Mails and General.—Messageries Maritimes.

PHRA CHULA CHOM KLAO, British steamer, 1,012, A. Benson, 11th Sept.—Bangkok 4th Sept., Rice.—Yuen Fat Hong.

PILOT FISH, British steamer, 1,611, A. Stopant.—Hongkong and Whampoa Dock Co.

RED SEA, British steamer, 2,165, Charles Barker, 31st Aug.—Kobe 23rd Aug., Rice.—Captain.

TAIVUAN, British steamer, 1,459, A. Varden, 5th September.—Wellington, N.Z., 4th Aug., Sydney 14th, Cape Moreton 18th, Sandy Cape 19th, Townsville 21st, Cooktown 22nd, and Thursday Island 25th, General.—Butterfield & Swire.

TARANT, British steamer, 1,603, D. S. Bailey, 9th Sept.—Manila 2nd Sept., General.—Gibb, Livingston & Co.

TEHERAN, British steamer, 1,670, C. D. Sams, 10th Sept.—Yokohama 1st Sept., Mails and General.—P. & O. S. N. Co.

TITARTOS, German steamer, 1,578, T. Petersen, 7th Sept.—Newcastle, N.S.W., Coals.—Ed. Schellhass & Co.

VICTORIA, British steamer, 1,530, John Coudon, 7th Sept.—Nagasaki 2nd Sept., Coals.—Takasaka Colliery Co.

ZAMBER, British steamer, 1,563, T. R. Tiddy, 9th Sept.—Saigon 1st Sept., Rice.—Adamson, Bell & Co.

## SAILING VESSELS.

ADOLPH, German bark, 867, E. Westergaard, 5th Aug.—Hamburg 19th April, General.—On Sea.

ANNA BERTHA, German bark, 400, H. Nielsen, 9th Sept.—Keelung 28th Aug., Coals.—Order.

AUGUSTA, German bark, 475, J. Jensen, 9th Sept.—Newchwang 5th Aug., Beans.—Ed. Schellhass & Co.

COMET, German ship, 1,083, Kauppner, 17th July.—Cardiff 4th April, Coals.—Order.

C. C. CHAPMAN, American ship, 1,600, A. J. Hichborn, 15th Aug.—Shanghai 16th July, General.—Prest & Co.

EMMA CROWLEY, American bark, 1,086, Pendleton, 10th Sept.—Shanghai 29th Aug., General.—Russell & Co.

ERLEKONG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

ESCOR, American bark, 636, R. G. Waterhouse, 15th July.—Hollo 31st July, General.—Chinese.

FRANCIS, American ship, 1,974, Geo. L. Bray, 10th Sept.—San Francisco 18th July, Ballast.—Master.

GOLAH, Siam bark, 444, Chas. Simpson, 6th Sept.—Bangkok 24th Aug., Wood.—Chinese.

HATTIE E. TAPLEY, British bark, 907, J. McConachy, 5th Sept.—Sandakan 15th Aug., Timber.—Gibb, Livingston & Co.

HEI-CHONG, British bark, 320, T. C. Thomson, 4th Sept.—Bangkok 12th Aug., Rice and General.—Kong Tong Tai.

H. G. JOHNSON, American bark, 1,017, L. N. Colby, 9th Sept.—London 11th May, General.—Russell & Co.

LADY HARWOOD, British bark, 384, C. H. Williams, 10th Sept.—Newchwang 8th Aug., Feat.—Chinese.

LAVETIE, British brigantine, 351, C. Rogers, 10th Sept.—Amoy 7th September, General.—Wieler & Co.

LUCIA, British bark, 640, Wood, 5th Aug.—Freemantle (W. Australia) 11th July, Sandalwood.—Order.

MONROVIA, British ship, 1,492, H. Coming, 10th Sept.—Shanghai 29th Aug., Ballast.—Siemens & Co.

NYL GHAT, British ship, 1,252, W. B. Butler, 1st Aug.—Samang 20th July, Ballast.—Order.

WM. H. CONNOR, American ship, 1,223, Butman, 10th Sept.—Shanghai 28th Aug., General.—Prest & Co.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Friggera	Hamburg	September 13th	Siemens & Co.
Diagnio	Singapore	September 14th	Carlowitz & Co.
Ningchow	Liverpool	September 16th	Arnhold, Karberg & Co.
Verona	London	September 17th	P. & O. S. N. Co.
Glengyle	London	September 17th	Jardine, Matheson & Co.
Abyssinia	San Francisco	September 18th	O. & O. S. S. Co.
	Vancouver	September 25th	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Jason	Butterfield & Swire	September 15th.
London	Benlarig	Gibb, Livingston & Co.	To-morrow, at 4 p.m.
Marselles, via Saigon, &c.	Oxus	Messageries Maritimes	To-morrow, at noon.
Bremen, via Ports of Call.	Braunschweig	Melchers & Co.	Sept. 27th, at 10 a.m.
Genoa, via Bombay, &c.	Disagno	Carlowitz & Co.	Sept. 21st, at noon.
San Francisco, via Y'hama	City of Peking	Pacific Mail S. S. Co.	Sept. 18th, at 3 p.m.
San Francisco, via Y'hama	Arabie	O. & O. S. S. Co.	Sept. 27th, at 3 p.m.
Vancouver, B.C., via A. &c.	Aberdeen	Adamson, Bell & Co.	Sept. 27th, at 3